

# Progress in heavy vehicles charging in Europe

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# Structure

- **HVF in Europe**
  - Recent progress
  - Expected progress
  
- **Eurovignette**
  - What is the Eurovignette
  - How should it look like?
  - Pragmatic approach: Flexibility with Safety belts

## Recent Progress of HVF

- **Switzerland**
- **Austria**
  - Since January 2004
  - Vehicles > 3.5 t
  - Motorways
  - Variation: 3 vehicles classes
  - Average: 22 cent per km
- **Germany**
  - Since January 2005
  - Vehicles > 12 t
  - Motorways
  - Variation: 2 vehicle classes, 3 emission classes
  - Average 12.4 cents per km

## Expected developments

### ○ UK

- Vehicles > 3.5 tons
- All roads
- Variation: open
- Compensation for fuel taxes

### ○ Czech, Slovakia, Hungary

- Vehicles > 3.5 tons
- Motorways
- Variation: open
- Financing new motorways / management of increasing traffic

## What is the Eurovignette?

- **NOT a new European tax**
- **Existing European directive for charging heavy vehicles: 99/62/EC**
  - User charges = vignette
  - Tolls = distance related fees
- **July 2003: Proposal from the European Commission to amend existing directive**
- **April 2004: European Parliament agreed on text**
- **Council of Transport Ministers: failed three times, possibly agreement next Council 21 April**

## How should it look like? The ideal world!

- **Mandatory application for all commercial vehicles**
- **Part of coherent charging system for all modes and all users**
- **User and polluter pays principle**
  - Who drives more pays more
  - Who causes more damage pays more
  - Who pollutes more pays more
- **Member states should decide on use of revenues according to sound decisions**

## The real world: flexibility with safety belts!

- **Diverting interests:**
  - Transit countries
  - Peripheral countries
  - Countries with motorway operators
- **An agreement in transport council needs a balanced approach of flexibility for once and safety belts for the others**
- **T&E leads a coalition of stakeholders**
- **Minimum requirements**

## Pros and cons

### Pros:

- **Subsidiarity for the network**
- **Subsidiarity for use of revenues**
- **Variation possible for emissions, time, days, seasons**
- **Flexibility for construction costs**
- **Minimum of mark-ups**

### Cons

- **Exclusion of external costs!**
  - **BUT: European Parliament**

**For more information**

**[www.t-e.nu](http://www.t-e.nu)**



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